

advertised as Loading.

Agents Date of Leaving.

Norddeutscher Lloyd	June 23, at 3 p.m.
P. & O. S. N. Co.	June 24, daylight
Dowdell, Carlill & Co.	June 25, at noon.
of O. & S. N. Co.	about June 1.
Battefield & Swire	June 25, daylight
Battefield & Swire	June 25, daylight
Arnold, Karcher & Co.	About June 25.
P. & O. S. N. Co.	June 22, at noon.
Jardine, Matheson & Co.	June 23, at noon.
Dowdell, Carlill & Co.	About June 23.
Shaw & Co.	Quick despatch.
Aralbold, Karburg & Co.	Quick despatch.
Battefield & Swire	July 8.
Pacific Mail S. & Co.	June 27, at 1 p.m.
O. & S. N. Co.	June 28, at 1 p.m.
Siemens & Co.	June 19, at 4 p.m.
Butterfield & Swire	June 23, daylight
Dowdell, Carlill & Co.	About June 23.
P. & O. S. N. Co.	about June 23.
Spore, D'ion & H'ly	June 23, at noon.
Spore, D'ion & H'ly	June 23, at noon.
Dowdell, Carlill & Co.	About June 24.
D. S. & Sons & Co.	June 17, at 3 p.m.
Jardine, Matheson & Co.	June 24, at noon.
Dowdell, Carlill & Co.	About June 24.
P. & O. S. N. Co.	June 24, at noon.
Jardine, Matheson & Co.	June 17, at 3 p.m.
Douglas Larrick & Co.	June 19, at noon.
Empress of India (s)	About June 24.
Nor. P. & S. R. R. Co.	July 5, at noon.
Nor. P. & S. R. R. Co.	June 17, at noon.

MEMOS. FOR TO-MORROW.

Shipping.

Noon.—Takao leaves for Manila, &c.

Noon.—Victoria leaves for Victoria (B.O.), via Japan, &c.

1 p.m.—P. M. S. S. Co.'s Steamer leaves for Japan and San Francisco.

2 p.m.—Catherine Aegean leaves for Straits and Calcutta.

3 p.m.—Adygey leaves for S'abaya, &c.

4 p.m.—Takao leaves for S'abaya, &c.

5 p.m.—Performances at the City Hall.

Amusements.

9 p.m.—Performances at the City Hall.

The publication of this issue commenced at 6.15 p.m.

The China Mail.

HONGKONG, FRIDAY, JUNE 16, 1893.

TELEGRAMS.

(Supplied to the "China Mail.")

(Via Southern Line.)

CHOLERA IN FRANCE.

London, June 16, 1893.

Five hundred cases of cholera and two hundred deaths are reported to have occurred in Brittany during the last few weeks. The epidemic is spreading.

H. M. S. HOWE.

H. M. S. Howe has left the dock and is ready to sail for England.

THE ROYAL WEDDING.

The Grand Duke Nicolas is expected to be present at the marriage of H. R. H. the Duke of York and the Princess May.

LOCAL AND GENERAL.

PAID TO STEAMER.

OUTWARD BOUND.—Dover, 31; Palauar, May 2; Bohemia, 5; Yorkshire, Cachar, Bendi, 9; Buckingham, 13; Telmacus, Angers, Ghazze, Hongkong, 23; Frigga, Ganga, Palavirne, Kintuck, 30; Manila, 31; Ous, Pyrhus, Hove, Madras, 6.

HOMEWARD BOUND.—Wennington Hall, May 2; Canton, 26; Onya, 30; Orestes, Mirzapur, Icicon, June 2; Formosa, Cape Comine, Luswung, Radnorshire, 9.

The P. M. a. a. City of Rio de Janeiro, with American mail, &c., left San Francisco on 1st June for Yokohama and Hongkong.

The C. P. R. a. a. Empress of India left Vancouver on June 6, for Hongkong. The P. M. Co.'s steamer City of New York, with mail, &c., left San Francisco for this port, via Yokohama on June 8. The Northern Pacific a. a. Tacoma, left Victoria, B. C., for Hongkong, via Japan.

The D. D. R. a. a. Salatiga left Singapore for this port on June 10, and may be expected here on or about June 16.

The P. & O. a. a. Gadar, from Bombay to this port, left Singapore on June 12, and may be expected here on or about June 18.

The P. & O. a. a. Malacca, from Bombay for this port, left Singapore on June 14, and may be expected here on or about June 20.

The P. & O. a. a. Salatiga left Singapore on June 14, and may be expected here on or about June 20.

The Union Line a. a. Angers, from Hamburg, &c., left Singapore on June 15, and may be expected here on or about June 21.

The N. G. I. a. a. Borinay left Bombay for this port on June 10, and may be expected here on or about June 26.

The P. & O. a. a. Manila left London for this port on the 26th May.

The Union Line a. a. Angers, from Hamburg, &c., left Singapore yesterday afternoon, and is due here on or about the 21st inst.

The Band 1st Shropshire L. I. will play the following programme on the Barrack Square to-night, commencing at 7.30.—Pika... Ma Ma Roote... Derser... Quadrille... Paul Jones... Goo... Quadrille... Johnnie Dore... Williams... Lancashire... Top o' the Morning... Williams... Valentine... Patis... Suppy... Value... Marconi... Coote.

To-day at the Magistrate Chau Kam Kai, master of the steam-launch Po Hing, was brought before Captain Hastings charged with carrying twenty-five passengers in excess on board the launch on 12th inst. He pleaded not guilty. The evidence showed that there were 108 persons on board bound for Shaikwan. A fine of \$75, with the alternative of three months' imprisonment, was imposed. A boatman named Wong Kau was fined \$5, with the option of fourteen days in prison, for lying.

The tennis tournament which has been in progress at the Central Police Station was brought to a conclusion this afternoon. There have been four competitions for which the following prizes were given:—Single Handicap—Silver Cup; Championship—1st prize, Silver Cup presented by Captain Superintendent May; 2nd prize, one dozen silver spoons; Doubles—Silver Cup and silver tank; Mixed Doubles—Silver belt presented by Mrs May to the winning lady. The prize-winners were:—Championship—1. Inspector Quincy, 2. Sgt. T. Duncan. Mixed Doubles—Mrs. MacLean and Inspector Quincy. Doubles—P. O. McHardy and P. O. MacInally. Single Handicap—P. C. MacIver (Sorob). The prizes were presented to the successful competitors at the conclusion of the play by Mrs May, who was presented by Chief-Inspector Matheson with a beautiful bouquet set in a silver holder.

The Legislative Council will meet on Monday next. The following is the order of business:—Financial Minutes Motion.

Orders of the Day.—1. First reading of Bill entitled "The Statutory Declarations Ordinance, 1892." 2. Second reading of the Bill for the naturalization of Meyer Fredericks. 3. Second reading of the Bill to make provision for regulating the keeping of dogs and for the prevention of the importation and spread of rabies. 4. Second reading of the Bill for the incorporation of the "The Hongkong and Kowloon and South China Marine Benevolence Fund." 5. Third reading of the Bill entitled "The Po Loong Yuk Incorporation Ordinance."

N.B.—There will be a meeting of the Financial Committee immediately after the Council.

To-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHEW.

The Co.'s Steamship Namea.

Captain HARRIS will be despatched for the above Ports on MONDAY, the 19th instant, at noon.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, June 16, 1893. 1073

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

OBERIA, Danish barque, Captain H. Pedersen.—Order.

GOLDEN FLEET, Amer. schooner, Capt. Robert Quinton.—Captain.

VICTORIA DISPENSARY.

Aerated Waters.

WATER.—The Water used is absolutely

pure. Steam Plant of the latest

and most powerful type. Supervision.—The whole process of manu-

facture is under the continuous

supervision of a qualified English

Chemist.

THE PRODUCT.—Will bear compari-

son with the Water made by the most

noted makers in England.

Dakin, Cruickshank & Company, Ltd.

VICTORIA DISPENSARY.

673

SHIPPING.

ARRIVALS.

June 15.—

Cicero, British sloop, 1,030, A. George, Saigon June 11, General.—ARNOLD, BAR-

SING & CO.,

Pekin, British steamer, 118, Raymond, June 14, General.—CHINESE.

June 16.—

Lyceum, German steamer, from Canton.

Kwang Lee, Chinese sloop, from Canton.

Kuang Lee, British steamer, 1,463, JACKSON, London May 1, and Singapore June 10, General.—BUTTERFIELD & SWIRE.

Wingzang, British steamer, 1,517, St. Oroy, Calcutta June 1, and Singapore 10, Oupum and General.—JARDINE, MATHESON & CO.

Shantung, British steamer, 1,535, H. C. FRAMPTON, Sammarang June 6, Sugar.—BUTTERFIELD & SWIRE.

DEPARTURES.

June 16.—

Bosalder, for Moji.

Rio, for Saigon.

Dentor, for Saigon.

Tancor, for Amoy.

Hainow, for Swifow.

Kungpao, for Shanghai.

Tulus, for Kutchincha.

Doris, for Cebu.

Cleared.

4th, for Haiphong.

5th, for Amoy.

6th, for New York.

7th, for Shanghai.

Palamed, for Shanghai.

THE

"Lamb" on Love.—I heartily congratulate Princess May on her betrothal. To become the future Queen of England is a prize fit for the matrimonial lottery, and apart from any personal affection that she might have had for the Duke of Clarence, her disengagement enlivened my sympathies. On few subjects is there more noble talk than on love. A girl begins life with a dose of unattached affection. It comes ask her to marry him, on which she conceivably this affection upon him. It comes also had asked her the conceivability would have taken place on the same one else. Having become betrothed, she considers that she is in that particular condition which is called being in love. The best guarantee, however, for a happy marriage is not so much being in love, as a certain fitness of things and a reasonable liking between the contracting parties. If both are pleased in their relations to each other the chances of living together and having their interests develop affection. I know that this view of matrimony is contrary to the ideas ascribed in novels. It is, however, true, in France, where marriages are generally arranged between families, they turn out well; better, in fact, as rule, than the English matches. Princess May could not do better than marry the Duke of York, and the Duke of York could not do better than marry Princess May, and I make no doubt that neither of them will regret this step.

The Irish members have taught us that the Imperial Parliament, like an elephant's trunk, can not only wrangle with gigantic obstacles but even pierce the picking up of matters as exigent as hardly to be tangible, says the *Overland Mail*. But the eagle eye of Mr. Gibson Bowles, who has taken to the air with unceasing vigilance, has discovered in one of our far off settlements probably the minutest object which ever engaged the attention of our legislators. He was recently to have asked the Under-Secretary of Foreign Affairs to explain why twenty pairs of boots were supplied to the guard at Shanghai during the March quarter 1892—a coincidence in itself curious—at a time when only one person had been detained in gaol during the whole quarter, and that one for a period of only three days. No record appears of Sir E. Grey's answer to this curious question, and future historians will conjecture in vain what can have been done with the twenty pairs of boots. Was the solitary prisoner sentenced to the treadmill, and is it possible that the quality of the boots supplied by the boot-maker was so similar to that of the foot-gear supplied by inglorious Yenice contractors during the Civil War, that these days' tramping sufficed to reduce the whole of them to pulp? It is too bad of the Press reporters not to have published the official explanation, which must be awaited by the British residents at Shanghai with breathless anxiety.

SUPREME COURT.

IN SUMMARY JURISDICTION.
(Before His Honour Mr. J. Ackroyd,
Acting Chief Justice.)

Friday, June 16.

SCHMELZ AND CO. v. MAN WO CHUNG.

This suit, in which the plaintiffs are seeking to recover \$739.20 as a refund for the price of a consignment of bamboo, alleged to have been found worm-eaten upon arrival at New York, and bought from the defendant firm, again came before the Court this afternoon.

Mr. Phillipps appeared for the plaintiffs, and Mr. E. C. Ellis (of Mr. Deacon's office) for the defendant.

Mr. Phillipps asked for an adjournment to allow him to procure fresh evidence.

His Lordship.—You want me now to grant postponement for fresh evidence. Now, can you show me any case in which a postponement of that nature has been granted? Is not the only remedy to take non-suit and begin again?

Mr. Phillipps.—I submit not.

His Lordship.—Well, if you can show me any authority I shall be glad to grant your application.

Mr. Phillipps.—Suppose I go to the expense of getting a commission in New York, I do not know these people have any money.

His Lordship.—My Phillipps, your position is this, you opened your case and entered upon it, and I have intimated that your evidence is not sufficient. You have got no proper evidence.

Mr. Phillipps.—My Lord—

His Lordship.—You wish for a postponement to enable you to obtain evidence from New York or some other evidence. Well, you have got any authority whatsoever that a case has been adjourned under these circumstances?

Mr. Phillipps.—My Lord, what I would submit is this: Suppose your Lordship reads the agreement, which I ask you and your Lordship will tell me what you think this clause is worth, without any discounting as to the contrary, and if your Lordship decided against me, then that cuts away a good deal of the ground from under my feet. But I am relying upon the agreement, which, of course, is a Chinese one but which is still an agreement all the same. All they want according to the agreement is a letter from New York stating whether the goods were good or bad or a telegram. We can show both a telegram and a letter. We sent the man Wo Chung and the man who guaranteed them the letter, and carried out the terms of the agreement.

His Lordship.—Have you made known to them any details?

Mr. Phillipps.—Yes; I can prove that we have written.

His Lordship.—Well, let me see it. Mr. Phillipps.—I can give you that although the agreement contains Mr. Fins' name, it was given to us, because before the agreement was given, we had paid the money, and I have Mr. Fins' name to swear the agreement was not given to him. Mr. Abesser went round to the defendant's firm several times, and fixed the master up with him. And then my Lord, the evidence of Mr. Abesser is that he sent a letter to the defendant detailing the whole thing. Of course, I go more upon the agreement, and that is why I asked your Lordship's special permission.

His Lordship.—I looked over the agreement. He then asked.—Well, you admit that one of the conditions of this agreement was that the program was to be sent within one month?

Mr. Phillipps.—Yes, my Lord.

His Lordship.—Well, you have not got out that in your petition, or averred that you have complied with the condition.

Mr. Phillipps.—I am taking that agreement knowing that we had all these proofs in our possession, and that we did everything we could. I rolled upon the Court, allowing me to produce evidence of that.

His Lordship.—The Court will allow you to produce as much evidence as you like.

Mr. Phillipps.—I know that, my Lord. You will see that we have got all these things. I have got a telegram on New York and I called upon the Consul to produce the letters to receive it. We sent the

man Wo Chung a letter; and what did they do? Nothing at all. The defendant has been to Schaefer & Co.'s office several times, trying to settle the case for \$500. Of course, your Lordship is sitting both as judge in Equity and judge in Common Law, and if your Lordship feels sure there is harm being done to the plaintiffs you will not allow them to suffer on a point of law. Let me put as much proof as I can now. If your Lordship thought we had a good case and were not trying in any way to cheat the Chinese defendant, perhaps your Lordship would give us time without asking us to pay the costs.

Mr. Abesser, of the firm of Schaefer & Co., went to the boat and was asked some questions by Mr. Phillipps upon letters and other documents.

His Lordship stopped the examination, and said, Mr. Phillipps, you have embarked on this case without considering any of the difficulties of it. You know perfectly well those documents are not proof whatever the defendant.

Mr. Phillipps.—I would ask your Lordship at this stage, if you did not now suit me but adjourned the case for three months to allow me to get fresh evidence, what terms you would impose upon me?

His Lordship.—The usual terms. If you are not prepared to prove by proper evidence the date of the arrival of the ship in New York and that you complied with one of the conditions of the agreement—that you gave notice of the condition of the vessel within a month you must be non-suited.

Mr. Phillipps.—Well, I ask your Lordship again to consider the agreement.

His Lordship—I have considered the agreement, and the first thing you have to do is to show that within one month you gave them notice. You have got no proof of your loss.

Mr. Phillipps.—Except the documents that we have had to pay.

His Lordship.—That is no proof. What you ought to have done after receiving an answer denying everything was to get a commission to get evidence at New York.

Mr. Phillipps.—The expenses were going up. This was an action to recover \$700. And I did not want to go to the expense of a Commission.

His Lordship.—Well, I cannot really admit the evidence you wish me to admit. It is impossible.

Mr. Phillipps suggested that the entry of the arrival of the *Isaac Reed* at New York in *Lloyd's Register*, the *London and China Express* and the *Maritime Register*, which were considered good enough by shippers and underwriters should be accepted as proof of the vessel's arrival.

His Lordship.—That is not enough. Then you say the bamboo was wormy; what proof have you of that?

Mr. Phillipps.—Simply the statement of the people we sent them to. We had all the documents and paid the claim against

His Lordship.—Is it possible to admit as evidence against the defendant the mere statement, contained in a letter, that the goods were wormy?

Mr. Phillipps.—Will you allow first of all.

His Lordship.—Mr. Phillipps, I have listened with very great attention and with very great patience to you, but I have already told you I have taken a note of what you wish to say before me, and I find they are altogether insufficient.

Mr. Phillipps.—Supposing I do go on to-day will your Lordship adjourn the case? Don't non-suit me, my Lord, for I can show we have a bond of claim, and it was a mutual verbal point.

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who was looking out forward at the time sighted the Pinnacle rock, which he mis- took for a junk, and ordered the officer of the watch (Mr. Nicholson, mate) to put the helm. He then went on the bridge to have another look at the supposed junk, and was in the act of doing so when the engines stopped, and the anchor dropped, when the ship struck the rock at 7.45 p.m., and the engines were stopped. It was then ascertained that the *Whampoa* was ashore on a group of sunken rocks, about 9 cables S.E. of the Pinnacle rock, and about 12 miles to the westward of the light on the S.E. Promontory of Shantung.

This Court having regard to the circumstances above stated, finds as follows:

That the master, Mr. John Hutchinson, appears to have navigated his vessel in aamanlike and proper manner, that has regard to the shifting tops present at this season, he steered a course one degree more easterly than would have been taken, had he frequently reduced speed according to the density of the fog, and that he was constant in his personal supervision on deck.

That the Court sees no ground for claiming the conduct of any of the officers of the vessel. That after the stranding the master, officers and crew, appear to have conducted themselves properly as to prevent their utmost exertions to save the ship.

That upon the evidence given, the vessel appears to have been well found, sufficiently manned and seaworthy. That she appears to have been properly supplied with charts.

That the Court ascribes the stranding of the *Whampoa*, primarily, to her being about 20 miles to the westward of her reckoning due to a weather, and some unknown error of the compass, which latter could not have been ascertained during the voyage, on account of the thick weather, and may possibly have been due to the seal having formed part of the cargo on 'ween decks, an experiment carried out on board, before the Court, being held to the Court, being held to be executable. That the Court ascribes the stranding of the *Whampoa*, primarily, to her being about 20 miles to the westward of her reckoning due to a weather, and some unknown error of the compass, which latter could not have been ascertained during the voyage, on account of the thick weather, and may possibly have been due to the seal having formed part of the cargo on 'ween decks, an experiment carried out on board, before the Court, being held to be executable. 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Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *a*, near the Kowloon shore *b*, and those in the body of theShipping or mid-way between each shore are marked *c*, in conjunction with the figures denoting the sections.

Section.	1. From Green Island to the Gas Works.	7. From Naval Yard to Blue Building.
	2. From Gas Works to Jardine's Wharf.	8. Blue Building to East Point.
	3. From Jardine's Wharf to the Harbour Master's Office.	9. From Kalat's Island to North Point.
	4. From Harbour Master's to the P. and O. Co.'s Office.	10. Kowloon Wharves.
	5. From P. and O. Co.'s Office to Pegg's Wharf.	11. Jardine's Wharf.
	6. From Pegg's Wharf to the Naval Yard.	

Ferries Name. *Age* Captain Flag and Rig. Tons. Date of Arrival. Consignees or Agents. Destination. Remarks.

Steamers						
Activ	3 h	Higson	Dan.	555	June 16	Arnold, Karberg & Co.
Ardey	3 h	Thom	Dan.	1076	June 16	14 A. R. Martz
Ak	3 h	Storm	Brit. str.	629	June 16	14 A. R. Martz
Avoch	3 h	Rowin	Brit. str.	1005	June 16	14 Latta and Wegener
Bantam	3 h	Thunissen	Dutch str.	1560	May 19	15 Jardine, Matheson & Co.
Borneo	3 h	Sollar	Brit. str.	1110	June 16	15 Jardine, Matheson & Co.
Canton	3 h	Collier Apes	Brit. str.	1733	June 16	12 David Sisson, Sons & Co.
Castor	3 h	Clifent	Brit. str.	1020	June 16	15 Arnold, Karberg & Co.
Castor	3 h	George	Brit. str.	774	June 16	12 Butterfield & Swire
Doris	3 h	Bachen	Ger. str.	783	June 16	13 Douglas Steamship Co.
Galion	3 h	Johnson	Chi. str.	1504	June 16	15 M. S. N. Co.
Kwang Lee	3 h	Lincoln	Chi. str.	1504	June 16	15 M. S. N. Co.
Loo Sook	3 h	Person	Brit. str.	1040	June 16	13 Yuen Fat Hong
Lysemon	3 h	Hermann	Ger. str.	1235	June 16	13 Steamer & Co.
Manahan	3 h	Blackburne	Brit. str.	805	June 16	13 Yuen Hong
Oceanic	3 h	Smith	Brit. str.	338	June 16	15 O. S. S. Co.
Palmated	3 h	Jackson	Brit. str.	1465	June 16	15 Butterfield & Swire
Pelin	3 h	Raymond	Brit. str.	116	June 16	15 Chinese
Peru	3 h	Ward	Amer. str.	1040	June 16	15 P. M. S. S. Co.
Phu Chula Chon Kao	2 h	Morris	Amer. str.	1011	June 16	15 Yuen Fat Hong
Pilot Fish	2 h	Spani	Brit. tug.	1011	June 16	15 H. K. & W. Duck Co.
Port Albert	2 h	Forrest	Brit. str.	5060	June 16	10 D. D. D. & C. & C. & C.
Proprietary	2 h	Forrest	Brit. str.	1567	Mar. 19	14 Arnold, Karberg & Co.
Stratleven	2 h	Cormack	Brit. str.	1585	May 19	14 Dowdell, Carrill & Co.
Taiyan	2 h	Nelson	Brit. str.	2360	June 16	10 Butterfield & Swire
Tarakan	2 h	Smith	Brit. str.	1092	June 16	12 Jardine, Matheson & Co.
Talus	2 h	Clathery	Norw. str.	731	May 24	14 Wieder & Co.
Victoria	2 h	Amidson	Norw. str.	1456	June 16	14 Misai Bussan Kaibis
Wingzang	2 h	Pantoi	Brit. str.	1517	June 16	15 Jardine, Matheson & Co.
Zamboal	2 h	St. Croix	Brit. str.	1570	June 16	15 Chinese
	3	Edwards	Brit. str.			
Sailing Vessels						
Acancos	1 h	Fulton	Brit. bge.	1703	May 27	Captain
Bao Pan	2 h	Wagonor	Siam. bge.	544	May 29	20 Chinese
Binbrin	2 h	Pederson	Dan. bge.	1158	June 9	Order
Golden Fleece	2 h	Quinton	Amer. str.	1899	June 11	Captain
Henry Failing	2 h	McTerriman	Amer. str.	1135	June 11	15 Master
Iceberg	2 h	Perceval	Amer. str.	1413	April 29	15 Reuter, Broekelmann & Co.
Iron Duke	2 h	Habaghen	Ger. bge.	390	May 29	20 Captain
	3	Tubabao	Amer. str.	1307	May 31	14 Reuter, Broekelmann & Co.
	4	Reger	Amer. str.	1619	May 14	15 Melchers & Co.
Habicht	2 h	Potter	Brit. bge.	450	May 16	15 Captain
Omega	2 h	Brown	Brit. bge.	1438	April 21	20 Captain
Parimata	2 h	Soule	Amer. str.	1039	May 29	15 Jardine, Matheson & Co.
Principality	2 h	Jones	Brit. m.s.s.	1332	Mar. 11	15 Shewa & Co.
R. R. Thomas	2 h	Nickels	Brit. str.	626	May 29	15 Jardine, Matheson & Co.
Sapia	2 h	Savago	Brit. tugs.	332	May 17	15 Captain
Soual	2 h	Morgan	Brit. tugs.	460	May 14	15 Captain
Spinaway	2 h	Gerrick	Brit. 3-m.s.s.			

Kloof Dock

Her Britannic Majesty's Ships on the China Station.

Name.	Rig.	Tons.	Guns.	I.H.P.	Captain.	Where at.
Alacrity	despatch- vessel	1700	4	3150	Com. George A. Callaghan	Shanghai
Archon	cruiser 3rd class	1770	6	1440	Com. Scott Rogers	Amoy
Caroline	cruiser 3rd class	1400	14	1440	Captain Ch. F. Norcock	On a cruise
Daphne	cruiser	1140	—	—	Captain A. M. Field	Hongkong
Egeria	surveying ship	740	—	—	Com. L. G. Tufnell	On a cruise
Estak	g.b. 3rd class coast defense	333	3	240	Captain J. M. McQuade	North, cruising
Firbrand	gunboat 2nd class	455	4	460	Captain J. M. McQuade	Macao
Imp-frieuse	twinscrew battle ship	8400	10	10000	Captain J. M. McQuade	Macao
Leander	cruiser 2nd class	4300	10	5500	Captain J. M. McQuade	Macao
Linnet	gun-boat 2nd class	755	5	1050	Captain J. M. McQuade	Macao
Mercury	cruiser 2nd class	2675	20	7500	Captain J. M. McQuade	Macao
Pallas	cruiser	765	6	1200	Captain J. M. McQuade	Macao
Poocay	gunboat 1st class	755	6	1200	Captain J. M. McQuade	Macao
Plover	gunboat 1st class	755	6	1200	Captain J. M. McQuade	Macao
Purpois	cruiser 2nd class	1170	6	2500	Captain J. M. McQuade	Macao
Rattler	gunboat 1st class	715	6	1200	Captain J. M. McQuade	Macao
Redpole	gunboat 1st class	805	6	1200	Captain J. M. McQuade	Macao
Sovereign	cruiser 2nd class	4050	12	6000	Captain J. M. McQuade	Macao
Swift	gun-boat 2nd class	755	5	1010	Captain J. M. McQuade	Macao
Tweed	3rd class coast defense	883	3	340	Captain J. M. McQuade	Macao
Victor Emmanuel	receiving ship	5157	14	1450	Captain J. M. McQuade	Macao
Wivern	coast defense ship, armament	2750	6	1450	Captain J. M. McQuade	Macao

Torpedo Boats in Reserve Nos. 8, 20, 38, 36, 37 and 38, first class; and 3 second class boats.

* Flagship of Vice-Admiral the Hon. E. Fremantle, K.C.B., Q.M.G.

** H. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy List.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Rig.	Tons.	Guns.	H.P.	Captain.	Where at.
Admiral Korniloff	Russian cruiser	5000	—	—	Captain Elchanoff	Nagasaki
Alcibi	Russian gunboat	800	—	—	Captain Panegro	Shanghai
Alex:	U. S. private	1029	8	—	Captain Durand	Kinkiang
Athena	French gunboat	470	4	44	Captain J. J. Moreira	Macao
Bongo	Portuguese gunboat	483	—	—	Captain D. Fau	Kloof Dock
Castille	Spanish cruiser	3246	8	—	Captain Romeo	Kloof Dock
Charleston	U. S. cruiser	3730	8	—	Captain D. Fau	Kloof Dock
Combe	French gunboat	500	—	—	Captain D. Fau	Kloof Dock
Curzolone	Italian gunboat	393	—	—	Captain D. Fau	Kloof Dock
Dilly	Portuguese gunboat	706	—	—	Captain D. Fau	Kloof Dock
Forfait	French cruiser	2200	—	—	Captain D. Fau	Kloof Dock
Itilis	German gunboat	420	4	320	Captain D. Fau	Kloof Dock
Inconstant	French gunboat	290	4	320	Captain D. Fau	Kloof Dock
Koreyset	Russian man-of-war	1200	—	—	Captain D. Fau	Kloof Dock
Lancaster	U. S. cruiser	2120	—	—	Captain D. Fau	Kloof Dock
Lion	French gunboat	490	—	—	Captain D. Fau	Kloof Dock
Latin	French gunboat	495	4	423	Captain D. Fau	Kloof Dock
Lexi	U. S. corvette	1900	7	1170	Captain D. Fau	Kloof Dock